

# NOTHING LEFT FOR TRUSTS TO GRAB BUT AIR.

New Combinations of Capital Are Reaching for About Every Business Not Already Under the Control of a Trust of Some Kind.

TRENTON.....	ELECTRIC VEHICLES
WABASH, IND.....	SCHOOL FURNITURE
TOPEKA.....	SMELTING WORKS
CHICAGO.....	TELEPHONES
TRENTON.....	AUTO-MOBILES
CHICAGO.....	KITCHEN SOAP
CLEVELAND.....	ROLLING MILLS
PITTSBURG.....	GLASS BOTTLES
TRENTON.....	PUBLIC IMPROVEMENTS
ST. LOUIS.....	STREET RAILWAYS
TACOMA.....	KLONDIKE MINES
CHICAGO.....	BAKING POWDER
NEWARK.....	FERTILIZERS
CLEVELAND.....	LAKE INTERESTS
TOLEDO.....	PULLEYS
WASHINGTON.....	WESTERN RAILROADS

## ELECTRIC VEHICLES.

Trenton, March 23.—Articles of incorporation were filed to-day with the Secretary of State of the New England Electric Vehicle and Transportation Company, with a capital of \$25,000,000. The company is authorized to manufacture appliances for operating vehicles and to manufacture and operate vehicles themselves. The incorporators are: James E. Hayes, Camden, and Arthur Phillips and Augustus Treadwell, Jr., of New York.

## SCHOOL FURNITURE

Wabash, Ind., March 23.—The Wabash Church and School Furniture Company, one of the largest concerns of the kind in the United States, was to-day transferred to the American School Furniture Company, the new combine, which takes over twelve of the most important factories in the country. James Lynn, of this city, is the organizer of the trust, which has \$1,500,000 capital. Of the twelve factories, it is said, at least three will be closed. New York capitalists are financing the scheme. The promoters expressly disclaim any intention of advancing prices "unduly," but the design is to stop competition.

## SMELTERS.

Topeka, March 23.—John T. Graham, of Denver, who owns extensive gold and silver mines in Colorado and New Mexico, and copper mines in Utah, passed through this city to-day on his way home from New York, where, meeting of another operators was held and a gigantic trust, with a capital of \$85,000,000, formed. Mr. Graham says the first step of the new trust will be the advance of the price of silver 10 per cent. "All the smelter operators," he says, "have signed a contract agreeing not to raise the price on the treatment of ore for ten years."

## TELEPHONES.

Chicago, March 23.—A prospectus of the new telephone combination, which is designed to become the opponent of the Bell Company, was given out to-day by W. T. Blaine, president of the Victor Telephone Manufacturing Company, the chief promoter. It is announced that the new company controls twenty independent telephone manufacturing companies and that the union of various interests is practically complete. The capital will be \$7,000,000. The Illinois Trust and Savings Bank, of this city, Assistant United States Treasurer William F. Williams, and Mr. Merrill, a New York banker, are interested in the new combine, it is said.

## AUTOMOBILES.

Trenton, March 23.—Articles of incorporation of the Columbia Auto-mobility Company, with a capital of \$3,000,000, were filed to-day. The company is authorized to manufacture and operate vehicles propelled by electricity, compressed air and other power. The incorporators are: Elliott M. Andrews, H. C. Scobie, John M. Scott, Louis B. Moore, Anthony N. Teshera, Sherman N. Gaenger, Francis R. Foraker, Roland H. Harvey, of New York; W. R. Greely, of New Rochelle, N. Y., and B. S. C. Young, of Jersey City.

## RAILROAD SIGNALS.

Trenton, March 23.—The Sargent Automatic Signal Company, capital \$2,000,000, has been incorporated here. The company is authorized to manufacture and install railroad semaphore signals. The incorporators are all Rochester men.

## KITCHEN SOAP.

Chicago, March 23.—Common kitchen soap has advanced in price from 15 to 20 cents a box. The advance is due to a rise in the tallow market, and it is even hinted that a trust is trying to cripple independent dealers. Bernard Gross, of Milwaukee, declares that he is unable to buy tallow from any of the packing house men. Other soap manufacturers in Milwaukee are in the same predicament and may have to shut down their works. Charles Turner, manager of the Chicago Grease and Soap Company, said: "If there is a soap combination here I know nothing of it, but there has been talk of such a combination among soap manufacturers recently."

## ROLLING MILLS.

Cleveland, March 23.—The Iron Trade Review says: "The movement to consolidate Western and Southern Rolling Mills has made headway in the past week, and

# MISS HELEN GOULD, for Her Gold Badge of Kindness, WRITES HER THANKS.

The letter sent by Fire Commissioner Scannell to Miss Helen Gould, informing her that she had ordered a gold badge to be made for presentation to her so that she might enter the lines at any fire in the city, in recognition of her services during the Windsor Hotel fire, was replied to by Miss Gould yesterday as follows:

Dear Sir—Your kind letter has reached me, informing me that I am to receive a gold badge, the official emblem of your department, and I desire to express my cordial thanks for the courtesy. I had some difficulty in passing the fire lines on the 17th, and it will be very nice to know now that I can reach the home should it be in danger at any time.

You are kind to mention the letter which we were able to render, but the understanding is quite on our side, and we are very appreciative of the attention given by your department and the Police Department. The same word certainly have been lost had it not been for the bravery of the Department.

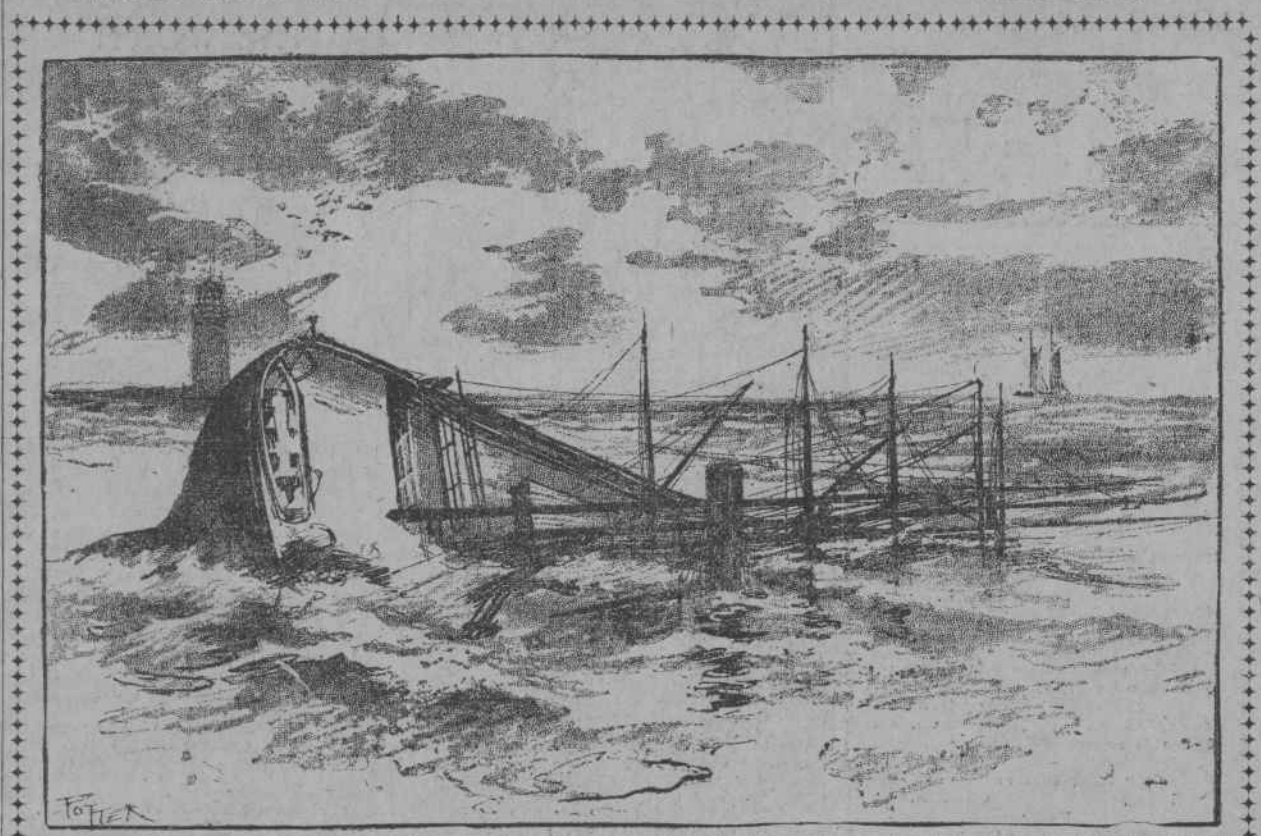
JOHN J. SCANNELL.

MISS HELEN GOULD.

## LOOK FOR THE MAXIM

next Sunday if you failed to do so yesterday. \$200 in Prizes offered every week. Simple, entertaining, profitable.

# WIND SENDS AN UN-DAVY JONES. DRAGS HER TUG DOWN WITH HER.



## Bark Escocesa and Tug McGaldin Brothers Wrecked in the Upper Bay.

The vessel, which had just come from the Erie Basin, where it had been repaired, was upset by the wind off Robin's Reef yesterday afternoon. The captain, his wife and child and twenty-five other persons were rescued by deck hands of two Staten Island ferryboats.

## Wreck of La Escocesa and Rescue of Her Captain, His Wife and Child and 25 Others Witnessed by Staten Island Ferry Passengers.

A bark made for long voyages was upset by the northwest wind in the harbor yesterday near Robin's Reef and the doleful bell-hoof. Its masts fell on the tugboat at its side, held it captive under their weight and slowly, patiently, sank it. Twenty-eight persons were saved from the wreck by deckhands of two Staten Island ferryboats. Among the rescued were a woman and a child. There was also the child's bloodhound. It was a faithful, admirable spectacle.

At the end of it the hull of the bark alone shone under the setting sun in colors of old gold and green bronze. It had just been painted in dry dock in the Erie Basin. The bark was to sail for Honolulu, and tugs were leading it to Carteret, N. J., for a cargo of oil. Long, thick logs at each side of it served as ballast. They were too light for the northwest wind in the harbor yesterday.

Triple precautions should have been taken with La Escocesa. It listed in the gale, yesterday, then boatmen passing by feared that it had a cargo which was shifting; then its masts were at an acute angle with its hull; then, suddenly, it was overturned. One could see from the deck of the Staten Island ferry-boat Castleton, on the way to Manhattan, men clambering up the deck of the bark which seemed perpendicular. They were not all sailors, a few of them had been riggers at work among the sails and the ropes.

In an instant the lifeboats of the Castleton and of another Staten Island ferry-boat, the Robert Garrett, this one on its way to St. George, were at the wreck. Charles Sarge and James Nichols, deck hands of the Robert Garrett, and William Van Pelt and Louis Ambrose were rowing the lifeboat of the Castleton. Men on the ferry-boats were cheering, women were screaming and

fusing to faint. The lifeboat of the Robert Garrett rescued the woman, her child and her husband. He is Captain Evans, of La Escocesa.

## Dog Saved, Too.

She had stepped upon the tug when the masts of the bark touched it. She was shivering and crying shrilly for her little boy. He was saying "Doggie, Doggie" in the arms of a man, while the bloodhound, swimming at a distance, its head hardly above water, had eyes that said its strength was gone. A boatman picked up the bloodhound. The deckhands in lifeboats and the tugboats rescued every one.

The tugboat sank was the McGaldin Brothers, Frank McGee, a fireman, was asleep in it. He, the engineer, awakened him. He jumped into the tug's lifeboat without oars and drifted in it until the men of the Castleton picked him up. They piled up also a man who had thrown himself into the water. Eighteen men of the bark, seven men of the sunken tug, the captain, his wife and child were all saved.

Captain Evans' wife shivered with fright, not because she lacked experience as a sailor, but because of her own experience of La Escocesa's ill luck. It had thirty-one years of age, and more than thirty-one years of accidents. It was sunk in the Merses, it took fire twice. It was the plaything of gales, of hurricanes, of mousons and of a pampero. It was wrecked in December 6, with a cargo of nitrate of soda, a battered, broken hull.

The steamship Marsborough had met it near Cape Henlopen, helpless, and towed it into a refuge of tugboats. La Escocesa had come from Quebec, Chile. On September 18, a pampero had smashed the bark's masts, carried away its bows and broken into little pieces its fore and main masts. On September 23 its captain, David T. Evans, sixty-one years old, had died of an affection of blood. On November 30 a northwest gale had carried off the bark's masts and broken the bulwarks, and the captain, the Robert Garrett, Captain Evans' son, who had been chief mate for many years, took his father's office at the latter's death.

The bark was taken to the Erie Basin to be repaired. The repairs were finished yesterday. It was a new bark, but, like the peasant's knife, the blade and the handle of which were often renewed, it was still La Escocesa. Its owners, Balfour Williamson & Co., were to send case off to Honolulu and the bark would take it at Carteret. There was never a consignee planned under promises more favorable. The captain, his wife, their child, were as happy as the owners of the bark. Honolulu was a seductive aim for a long voyage. Everything went well. There was not a ripple on the serenity of the arrangements made for La Escocesa's sailing.

McGaldin Brothers had charge of towing the bark to Carteret. As it was an empty bark they gave stability to it with ballast logs, eighty feet long and fifty tons in weight. They were sure that was enough. But old boatmen in the Kill von Kull, after the wreck, shook their heads deprecatingly and said: "The ballast logs should have been of one hundred and fifty tons." It is always easy to predict after the event.

La Escocesa was built in Dundee and was British. She was of 950 tons burden and measured 202 feet long, 34 feet beam and 21 feet deep. Its hull at the side was white and black. A ribbon of red at the hull appeared above the water as the vessel passed by Robin's Reef.

On the upper deck of the Robert Garrett were many persons admiring the bark. It cut the sunlight obliquely. Its list was alarming, as that of a yacht in a race. Suddenly the accident happened, a cataclysm in a magnificent spectacle. It was 4:45 o'clock and the clouds in the west were a range of mountains capped with red.

Captain Braisted, of the Robert Garrett, gave his order in a calm, brief voice. He had no superfluous uttering. It was obeyed. The white lifeboat was lowered and two men in it bent their bodies on the oars. The entire crowd of the ferryboat was at the front, cheering, screaming, playing. But the life-savers were at their work in sleep discipline.

The tug A. Z. Rose, towing barges astern of the bark cut its line. Men on the barges had dropped anchors at the tugboat captain's order. Around the wreck the crew of men defending their lives against fire in the tug, crumbling of the bark and fury of wind and water—were the life-savers, calm and sure of themselves.

building entirely distinct and separate from and not communicating with the place where the business of selling dry goods, groceries, etc., is carried on, or if in the same building only in a room separated by the dividing of the partitions, with no means of communication between.

When nature moulded man she gave him certain organs, each of which was to perform a service, the whole to act in harmony. She did not intend that there should be a diseased or weakened condition of any one. But men are apt to disobey the common laws of health. It often starts way back in the tender years of youth. Early indiscretions and later excesses make men weak. It is this class of nervous disorder which has held my attention for over a quarter of a century. During that time I have tried every remedy known to science, and have found only one which can be relied upon as a never-failing remedy, but a remedy only when properly used—that is

Electricity.

I am the originator of the body battery treatment. I made the first genuine chain of galvanic cells to be worn around the waist. This developed into my present famous Dr. Sanden Electric Belt, with attachment for men, now known and used in every part of the world.

It is the greatest home self-treatment for men, young and old, because it is applied JUST RIGHT and gives PLENTY OF CURRENT, and, what is more important than all, you wear it ALL NIGHT, and get at least SEVEN HOURS' use out of the 24. That's what you want. The way I apply the current is from back to front. You thus get a pleasant, soothing, strengthening flow of galvanic Electricity through the Kidneys, Liver, Stomach, Bladder, Prostate Gland and all weakened parts. It takes that nervous, weak feeling out of the small of the back and returns your normal vigor in from 60 to 90 days.

Free Consultation. Free Book.

Drop in at my office to-day if possible, consult me free and test current of Belt, or write for free book, "Three Classes of Men," which explains all; sent in plain sealed envelope.

DR. A. SANDEN, Broadway, Corner 12th Street, New York, N. Y.

Office Hours, 9 A. M. to 9 P. M. Sundays, 9 to 12.

DON'T DOCTOR, MARRY or despair until you have read MEDICAL COMMON SENSE, the greatest popular medical and marriage guide, about all the men and women need to know. Fully illustrated, not a "free book," \$1 worth for 25 cents. Author, Henry Wood, 329 North Fifteenth Street, Philadelphia, Pa. Call or write CO., 129 E. 28th St., N. Y.

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SANTAL MIDY. In 18 hours all secret ailments and private troubles are cured by Santal Midy Capsules, without inconvenience.

# HARVARD'S STRONG MAN.

Acknowledges Debt of Gratitude to Paine's Celery Compound.

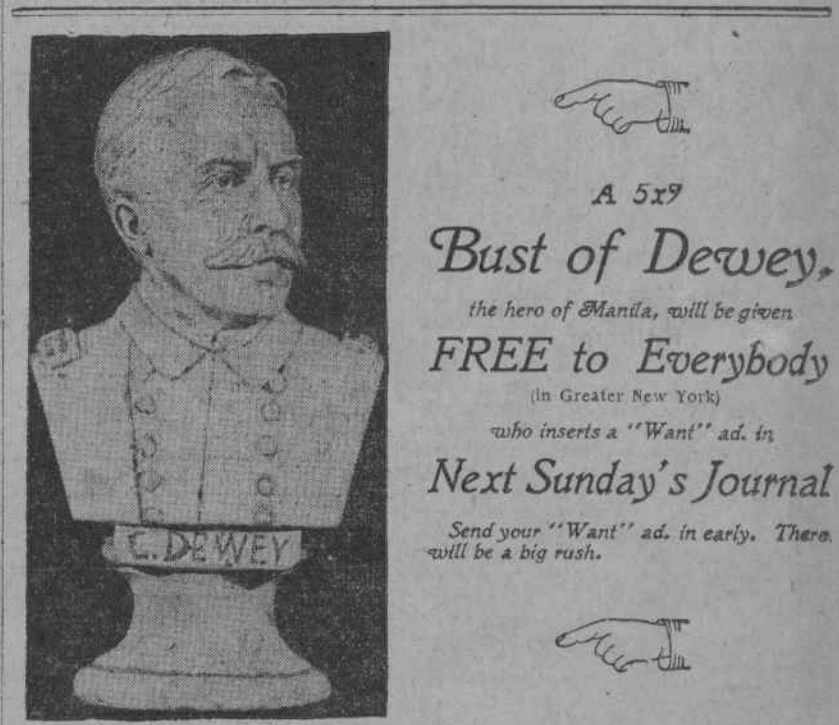


[PHOTOGRAPHED BY GLINES.] Strong muscles and strong nerves go together. Carl G. Herbert is the best developed man at Harvard to-day, according to Dr. Sargeant, the University's professor of physical culture and director of the gymnasium.

Mr. Herbert believes Paine's celery compound to be the most wonderful preparation in the world for strengthening the body and enabling it to withstand great mental and physical exertion. He has consented to the publication of the following letter:

Cambridge, Mass., Jan. 16, 1899. Wells, Richardson & Co.—I feel constrained, owing to the benefits I have derived from your incomparable remedy, Paine's celery compound, to write and tell you in what manner I have been benefited by it. As you are doubtless aware, an athlete's success is due very much to his condition of his stomach, and that perfect condition or form depends much on the condition of his stomach. I feel and know by experience that Paine's celery compound is the ideal remedy for that purpose, as it not only strengthens the nervous system, which is so essential to good health, but we find that it regulates the entire system, and renders it in a condition to withstand either great mental strain or physical exertion. I stand, at present, at the head of the list of the Sargeant test of Harvard College, and am about to compete again this year. As a preliminary to the actual training I have taken two bottles of Paine's celery compound and know that with its aid I shall beat my own record this year, as I am now able with no other training to lift many pounds more than before I commenced taking the compound. Possibly you may be interested in the forthcoming test, and I will take pleasure in informing you of the outcome. In closing I will again say that I owe you my sincere thanks for the inestimable good that Paine's celery compound has done for me, and rest assured I will lose no opportunity of recommending it to my friends and brother athletes. Very truly, CARL G. HERBERT.

To the reader: You would be strong and well. Paine's celery compound will enable you to be both. It will strengthen the nerves, purify the blood, revive the lost energy—in a word, it will do more to counteract the on-coming of ill-health, sickness, disease, than any other medicine in the world. There can be no possible reason for not testing the results in your own case.



A 5x9 Bust of Dewey, the hero of Manila, will be given FREE to Everybody (in Greater New York) who inserts a "Want" ad. in Next Sunday's Journal.

Send your "Want" ad. in early. There will be a big rush.

Nature's Strength for Weak Men.

When nature moulded man she gave him certain organs, each of which was to perform a service, the whole to act in harmony. She did not intend that there should be a diseased or weakened condition of any one. But men are apt to disobey the common laws of health. It often starts way back in the tender years of youth. Early indiscretions and later excesses make men weak. It is this class of nervous disorder which has held my attention for over a quarter of a century. During that time I have tried every remedy known to science, and have found only one which can be relied upon as a never-failing remedy, but a remedy only when properly used—that is

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